

CAPSULE SUMMARY
King's Antique Village (PG: 74A-29)
163 Crain Highway, SW, Prince George's County

The King's Antique Village is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The motel is characteristic of the motels built along Crain Highway in the middle of the 20th century, although it does not reflect the stylistic influences of the period for this building type. Constructed in the period between 1950 and 1960, the motel consists of a single one-story complex with no added amenities. Similar to the Southwinds Motel (CH-549), the traveler would pull his car to the front of the assigned motel room, partially sheltered under the wide overhang of the side gable roof. The building, featuring rooms laid side-by-side in a continuous row, features stucco walls, porches, and parking directly at the front of the individual rooms.

The motel is set on a slight rise on the south side of the highway. A paved parking area adjoins the building on the south side. This abandoned vernacular motel is one-story height, and twenty-five bays wide. Essentially rectangular in plan, the foundation and walls were constructed of concrete block and covered with stucco. A one-story porch extends along most of the façade, and is bracketed by two front gabled projecting bays at each end. A cross gable, asphalt shingle roof covers the building, and a central interior brick chimney laid in stretcher bond is located in the center of roof.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. PG:74A-29

=====

1. Name of Property

=====

historic name _____

common/other name King's Antique Village

=====

2. Location

=====

street & number 163 Crain Highway, SW not for publication _____

city or town Upper Marlboro vicinity _____ state Maryland code MD

county Prince George's County code 33 zip code 20774

=====

3. State/Federal Agency Certification

N/A

=====

4. National Park Service Certification

N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property (Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing	
--------------	-----------------	--

<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>0</u>	Total

Is this property listed in the National Register?

Yes _____ Name of Listing _____

No X

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6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC

Sub: Hotel

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE

Sub: _____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Vernacular

Materials (Enter categories from instructions)

Foundation Solid: Stuccoed Concrete Block

Roof Gable: Asphalt Shingle

Walls Masonry: Stuccoed Concrete Block

other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

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=====
Areas of Significance (Enter categories from instructions)

Architecture

Period of Significance ca. 1950-1973

Significant Dates 1950-1960

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Beecher, Mary Ann. "The Motel in Builder's Literature and Architectural Publications." In *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings, Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990, p. 115.

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Carley, Rachel. *The Visual Dictionary of American Domestic Architecture*. New York, NY: Henry Holt and Company, 1994.

Charles County Land and Will Records. Charles County Courthouse and the Maryland State Archives, Annapolis, Maryland.

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America*. Baltimore: The Johns Hopkins University Press, 1996.

Margolies, John. *Home Away From Home: Motels in America*. Boston: Little, Brown and Company, 1995.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York, NY: Alfred A. Knopf, 1985.

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Sanborn Fire Insurance Maps. Library of Congress, Washington, D.C.

Rivoire, J. Richard. *Homeplaces: Traditional Domestic Architecture of Charles County, Maryland*. Crownsville, MD: Maryland Historical Trust, 1990.

Watson, James Douglas. *Prince George's County Past and Present*. Washington, D.C.: Federal Lithograph Co., 1962.

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10. Geographical Data

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Acreage of Property 4.73 acres

Verbal Boundary Description (Describe the boundaries of the property.)

The property at 163 Crain Highway, SW is designated as Parcel 70, Grid D4 as indicated on Map 70.

Boundary Justification (Explain why the boundaries were selected.)

The building at 163 Crain Highway, SW has historically been associated with Parcel 70 since its construction circa 1950.

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11. Form Prepared By

=====

name/title R. Weidlich and C. Novelli, Architectural Historians
revised by L. Trieschmann (July 10)

organization EHT Traceries, Inc. date February 29, 2000

street & number 5420 Western Avenue telephone 301/656-5283

city or town Chevy Chase state MD zip code 20815

=====

12. Property Owner

=====

name Wawa, Inc.

street & number 260 W Baltimore Pike telephone _____

city or town Wawa state PA zip code 19063

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CONTINUATION SHEET

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King's Antique Village
name of property
Prince George's County, MD
county and state

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The former motel at 163 Crain Highway, SW is set on a slight rise on the south side of the highway. A paved parking area adjoins the building on the south side. Built in the 1950s-1960s, this abandoned vernacular motel is one-story height, and twenty-five bays wide. Essentially rectangular in plan, the foundation and walls were constructed of concrete block and covered with stucco. A one-story porch extends along most of the façade, and is bracketed by two front gabled projecting bays at each end. A cross gable, asphalt shingle roof covers the building, and a central interior brick chimney laid in stretcher bond is located in the center of roof.

EXTERIOR DESCRIPTION:

The façade, or the southeast elevation of the building, is twenty-five bays wide. A twenty-three bay wide porch with metal rod supports extends across the entire elevation, except for the two end bays, and is recessed below the roof. The window and door openings are arranged in an alternating sequence of paired windows and paired doors. There are twenty-six 2/2 horizontal sash windows, and eleven single-leaf panel-and-light wood doors. The projecting end bays each feature what were originally compound windows: a fixed picture window center section flanked by 2/2 horizontal sash windows. All of the windows have what appear to be rowlock sills that have been covered with stucco. The central-section picture windows have been replaced by plywood. The front gables of these projecting bays are clad with decorative vertical board siding.

The northeast elevation of the building is approximately five bays wide, and features two 2/2 horizontal sash windows. The rear, or northwest elevation, is marked by fourteen 2/2 horizontal sash windows and twelve fixed 1-light windows. These are arranged in an alternating sequence of paired 2/2 windows and paired 1-light windows. The southwest elevation is approximately five bays wide, and features two 2/2 horizontal sash windows, a 1/1 window, and a single-leaf paneled wood door.

SUPPORTING BUILDINGS:

To the northeast of the motel is an abandoned one story, three-bay wide single-family dwelling, which was built in the 1950s or 1960s. It features a stuccoed concrete block foundation and walls, two 2/2

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horizontal sash windows, a single-leaf paneled wood door, a 1-
story, 1-bay wide brick pier porch, a cross gable asphalt shingle
roof, and a wide exterior front stretcher-bond brick chimney.
Built on a hillside, a portion of the basement is visible, which
contains a single-leaf doorway with 'WORKSHOP' painted above the
opening.

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The King's Antique Village is one of seven motels surveyed as part of the Maryland 301 Transportation Corridor Survey. The motel is characteristic of the motels built along Crain Highway in the middle of the 20th century, although it does not reflect the stylistic influences of the period for this building type. Constructed in the period between 1950 and 1960, the motel consists of a single one-story complex with no added amenities. Similar to the Southwinds Motel (CH-549), the traveler would pull his car to the front of the assigned motel room, partially sheltered under the wide overhang of the side gable roof. The building, featuring rooms laid side-by-side in a continuous row, features stucco walls, porches, and parking directly at the front of the individual rooms.

Motel History

The introduction of the automobile led to the public's fascination with touring and convenient accommodations soon began to develop across the country for this touring public. Originally referred to as cabin camps or tourist camps, these accommodations became known as auto courts, tourist courts, motor hotels, motor lodges, autel, and most commonly as motels. Motels, like hotels provided lodging for travelers, however, the motel was typically located along a highway and provided the motorist with direct access to individual parking spaces. The number of roadside motels along America's highways increased from six hundred to more than forty thousand between the late 1920s and the 1950s.¹

Predating the motel were other forms of roadside accommodations that were spawned by the automobile. They often consisted of free campgrounds with parking and community restrooms. Hoping to encourage a higher class of clientele, the owners of the campgrounds began to erect

¹ Mary Ann Beecher, "The Motel in Builder's Literature and Architectural Publications," *Roadside America: The Automobile in Design and Culture*, edited by Jan Jennings. (Ames, Iowa: Iowa State University Press for the Society for Commercial Archeology, 1990), p. 115.

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low-cost cabins. These cabins, the precursor of the modern motel, provided the tourist with comfort, convenience, and privacy. However, the tourist was often expected to provide his own provisions. "At the U-Smile Cabin Camp...arriving guests signed the registry and then paid their money. A cabin without a mattress rented for one dollar; a mattress for two people cost an extra twenty-five cents, and blankets, sheets and pillows another fifty cents. Each guest was given a bucket of water from an outside hydrant, along with a scuttle of firewood in the winter."² By the late 1920s, camp cabins became more modernized, with hopes to attract more tourists, thus evolving into motels. Typically, the motels were operated by the owners of gas stations, grocery stores, or food stands. The first motel opened December 12, 1925 in San Luis Obispo, California. James Vail's Motel Inn, with accommodations for 160 guests, was located on one of the busiest U.S. motor routes.³

Although the Depression was very destructive to the hotel industry, the motel industry thrived because Americans continued to vacation by automobile. The small, independently owned, owner managed motel, also referred to as mom-and-pop operations, dominated the motel industry in this period. The resulting competition helped raise the standards of the entire motel industry. New motel development leveled off during the early 1940s, however as gasoline rationing during World War II limited the number of tourists on the roads. Following the war, prosperity prompted the new construction of small-scale, individually owned motels. In fact, many returning veterans entered into the lucrative motel business that was springing up along America's highways. A 1946 manual, funded by the Veterans' Administration, touted the prospects of opening a roadside motel, but also warned of the difficulties it involved. The manual stated, "The operation of a successful motor court takes hard work, 7 days a week, the year round. This endeavor should not be viewed as one where it is possible to sit in the sun by the side of the road and ring a cash register."⁴ The motels of the 1940s and early 1950s were often small in scale with an average of only

² "Postcards from Americana: Cabin Camps and Cottage Courts," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

³ *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

⁴ John Margolies. *Home Away From Home: Motels in America* (Boston: Little, Brown and Company, 1995), 90.

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twenty-five rooms.

In the late 1950s and the 1960s, motel construction boomed. These motels no longer took the form of individual cottages, but took the form of fully integrated buildings under a single roof.⁵ Corporate chains with systemized and centralized operations brought an end to the individually operated motel during the 1950s.⁶ Local builder Kemmons Wilson erected a motel with a community swimming pool, and air conditioning and a television set in every room. Additional provisions included free ice, free baby cribs, free kennels and dog food for family pets, and no charge for children under 12 who shared their parents' accommodations. In 1951, Wilson decided that the motel business was "the greatest untouched industry in America" and opened the first Holiday Inn on U.S. 70 in Memphis, Tennessee the following year. He went into partnership in 1953 with builder Wallace E. Johnson to found the motel chain.⁷ By 1964, there were at least 61,000 motels in the country.⁸

During the period between 1930 and 1955, motel design and construction were regularly featured in builders' journals and architectural publications. Although vastly outnumbered by domestic designs, both sources printed plans and photographs of motel units and site plans of their overall organization with some regularity. While there was little discussion of style, the exterior appearances and landscaping of the motels was emphasized in order to attract the passing tourist. Originally, nearly all of the motel units were freestanding with the covered gasoline station as the focal point. During this period, most motels consisted of small cottages, often interconnected by covered parking places. Covered parking spaces were later walled in to provide additional rooms, resulting in the single-story, continuous row motel form.

Moreover, it was more economical to join the rooms in a continuous row. Rather than having to provide individual heating, electricity, and plumbing for each cabin, the joined rooms could share mechanical and electrical systems. As the exterior designs

5 "Postcards from Americana: Motor Courts, Inns, and Highway Hotels," www.sjsu.edu/faculty/wooda/card.html, accessed 22 November 1999.

6 Beecher, p. 116.

7 *The People's Chronology* is licensed from Henry Holt and Company, Inc. Copyright © 1995, 1996 by James Trager. All rights reserved.

8 John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America* (Baltimore: The Johns Hopkins University Press, 1996), 45.

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became more elaborate, so did the interior spaces. The interiors of the early units were single-spaced and small with little ornamentation. The units often included combined living rooms, sleeping rooms and kitchenettes. However, by the 1950s, motels began to eliminate kitchenettes from the plans because of the addition of restaurants in or near the motels.⁹

The motels of the 1940s and 1950s had relatively few amenities. "Fewer than 6 percent of all motels had pools; fewer than 8 percent had restaurants, even within walking distance; fewer than 20 percent had room phones; and fewer than 28 percent had any carpeting on the floors of the rooms. There would be a very small registration area, but there were few lobbies, lounges and meeting rooms."¹⁰ The basic unit shapes remained primarily the same since the 1940s and single row layouts continued to be popular for their economy. However, in the late 1950s and 1960s, the one-story buildings gave way to two- and three-story buildings, blurring the distinction between the motel and the hotel. In fact, these multi-story buildings resembled hotels much more than the motor courts that they replaced. The motels of the 1960s contained between 150 and 300 rooms, which were most often arranged back-to-back along a central utility core. These larger motels also provided many amenities that their predecessors lacked, including swimming pools, bars, restaurants, coffee shops, meeting rooms, lobbies, and telephone switchboard service. The aim of the motel proprietors was to provide the traveling guest with the amenities and comforts of a downtown hotel with the convenience of being located along the interstate.¹¹

Motels tended to be more utilitarian in nature than a palette of architectural expression. There were six main stylistic trends used in motel construction between 1930 and 1955. These styles were rooted in the popular housing forms and were seen on domestic buildings in the trade literature of the times. The motels most frequently exhibited features of the Craftsman, Colonial Revival, Spanish Colonial Revival, and Modern styles. Other themes seen in motel construction were the rustic aesthetic theme and those based on the western style ranch house, while others were simply

⁹ Beecher, pp. 115-117.

¹⁰ *Home Away From Home: Motels in America*, pp. 91-92.

¹¹ *Home Away From Home: Motels in America*, pp. 95-96.

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vernacular.¹² There were even thematic representations, but for the most part, the buildings were one-story, relatively nondescript, interconnected lines of rooms. "Owners employed stucco, adobe, stone, brick, whatever was handy, to attract guests."¹³ One of the main attractions which was used to differentiate one motel from the other was the use of elaborate signage. "Motor courts began to sport giant signs that dominated the motel grounds visually. The sign, with its elaborate neon display, was intended to provide a vertical dimension to an otherwise low-to-the-ground building configuration."¹⁴ The signs, typically located by the side of the highway at the motel's entrance, advertised the amenities and services available for the traveler.

Motel History along US 301 Corridor

The greatest increase in commercial development along U.S. 301 was seen in the years following World War II. This was a result of the expansion of Route 301 across the Potomac River. "Motels and restaurants sprang up to accommodate tourists, sportsmen and others who passed through or stopped in Charles County."¹⁵ This same expansion took place in Prince George's County, providing travelers with accommodations as they traveled from New York to Florida. The 1949 Sanborn Fire Insurance Map of Upper Marlboro, Prince George's County, Maryland indicates one such enterprise. The Marlboro Hotel was located along Crain Highway near Main Street and consisted of the motel, a restaurant, an office and an auto sales building. Nearby amenities included another restaurant, a movie theater, a filling station and an auto repair and service station. By 1958, there were a total of 43 establishments in Prince George's County that provided hotel, motel, or trailer park services.¹⁶ Road maps also promoted the motel trade along U.S. 301, attracting tourist with advertisements touting such places as Waldorf of the Highways, a 90-unit motor court and restaurant with an Olympic size swimming pool. The tourist trade and commercial transportation networks relied heavily upon these services as they traversed the highways

¹² Beecher, pp. 117-120.

¹³ "Postcards from Americana: Motor Courts, Inns, and Highway Hotels."

¹⁴ Jakle, Sculle, and Rogers, p.47.

¹⁵ Jack D. Brown, et. al., *Charles County Maryland: A History*, (New Jersey: Custombook, Inc., 1976), p. 66.

¹⁶ James Douglas Watson, *Prince George's County Past and Present*, (Washington, D.C.: Federal Lithograph Co., 1962), p. 29.

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King's Antique Village

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of the nation and numerous examples continue to dot the landscape of Prince George's and Charles Counties.

Building History

Three parcels of land were joined to form the current property on which the commercial building sits. The lots were joined by Claude and Florence Beall in the 1940s and 1950s. The Beall's owned and appear to have been responsible for the construction of the modest motel court in the 1950s-1960s. The property was sold by the Beall's in 1973. Today, the building, which no longer functions as a motel, serves as La King's Antique Village.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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King's Antique Village
name of property
Prince George's County, MD
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National Register Evaluation:

All of the essential physical features are present and visible to properly represent its significance within the thematic context of Motels on the US 301 Corridor. The building is one of only a few motel complexes remaining along this highly traveled commercial corridor, and stands as a final representative of the thousands of motel courts erected during the mid- to late 20th century. The property retains integrity of design, location, setting, materials, and feeling.

No longer serving as a motel, the vernacular motel is not unique nor is it an excellent representative of this building type to warrant individual nomination under criterion C. The motel was erected between 1950 and 1960, and has not yet reached the fifty year age requirement suggested by the National Park Service in order the properly evaluate its significance. Thus, the building now known as the King's Antique Village has been determined not eligible for nomination to the National Register of Historic Places. When the property has reached fifty years of age, it should be re-evaluated for its significance. Within the thematic study of transportation-related resources along the US 301 Corridor, the motel would then be a contributing resource and potentially eligible under criterion A.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____ Not Recommended X

Comments:

Review, OPS: [Signature] Date: 12/29/97

Reviewer, NR Program: [Signature] Date: 11/3/00

[Signature]

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HISTORIC CONTEXT:

Geographic Organization: Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and
Community Planning
Commerce

RESOURCE TYPE(S)

Category: Building

Historic Environment: Rural

Historic Function (s): DOMESTIC/Hotel

Known Design Source: Unknown

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Chain of Title:

Parcel 1

January 3, 1924: Eli S. Harrison to Claude T. Beall
Land Records of Prince George's County
Liber 208 Folio 181

August 24, 1945: Claude T. and Florence L. Beall to Matilda Wood
Duvall
Land Records of Prince George's County
Liber 779 Folio 257

August 24, 1945: Matilda Wood Duvall to Claude T. and Florence
L. Beall
Land Records of Prince George's County
Liber 779 Folio 259

May 5, 1958: Claude T. and Florence L. Beall to Roland S.
and Helen M. Beall
Land Records of Prince George's County
Liber 2215 Folio 451

Parcel 2

July 22, 1952: Claude T. and Florence L. Beall to Roland S.
Beall
Land Records of Prince George's County
Liber 1519 Folio 56

Parcel 3

November 25, 1927: Henry Jones and Eva Arnold Jones to Edith Pearl
Harrison
Land Records of Prince George's County
Liber 301 Folio 21

January 28, 1955: Gail B. and Edith P. Harrison to Roland S. and
Helen M. Beall
Land Records of Prince George's County
Liber 1821 Folio 351

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King's Antique Village
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Parcels 1, 2, and 3

February 15, 1973: Roland S. and Helen M. Beall to Wayne Limited
Partnership
Land Records of Prince George's County
Liber 4190 Folio 593

April 29, 1999: Wayne Limited Partnership to WAWA, Inc.
Land Records of Prince George's County
Liber 13106 Folio 63

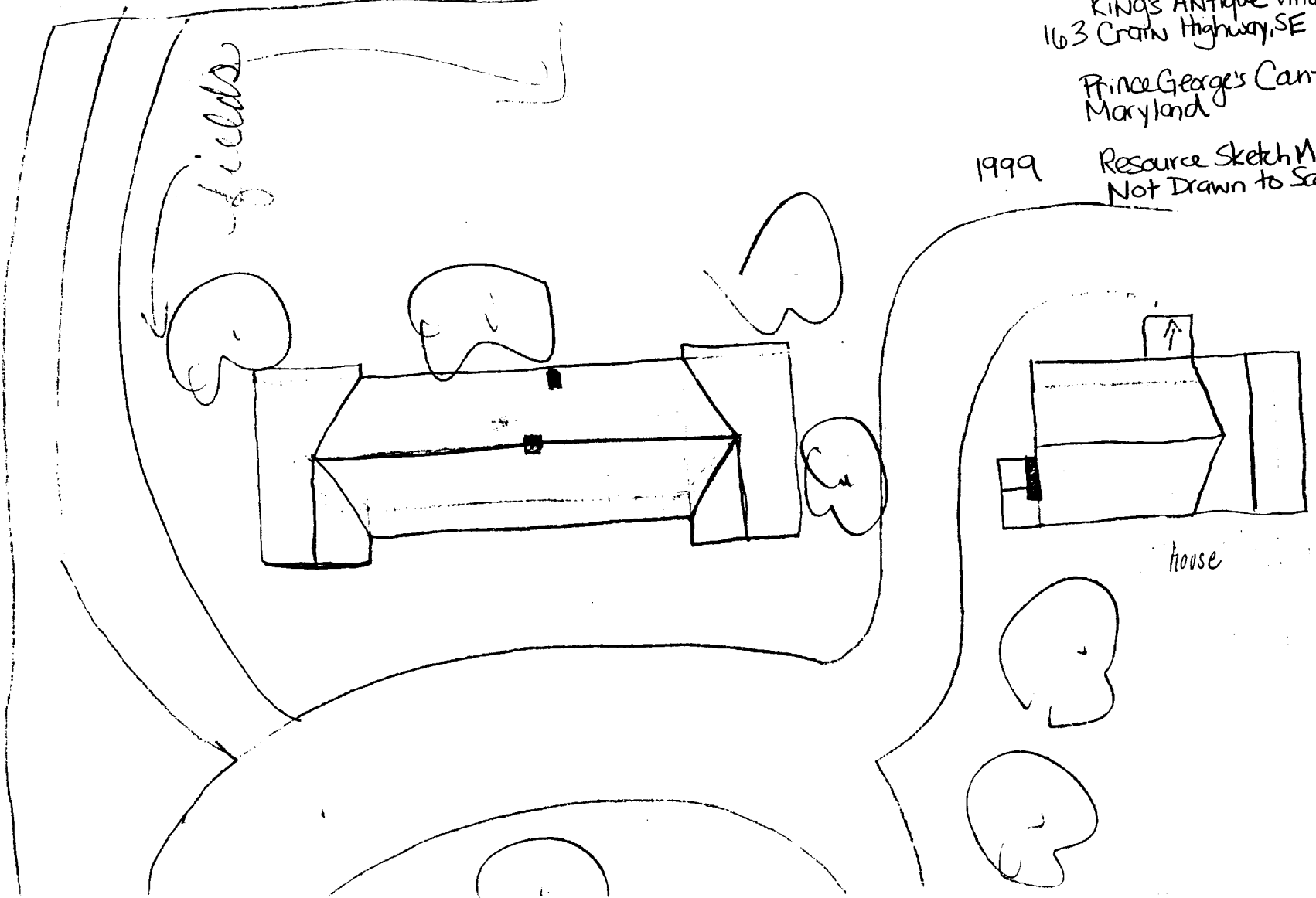
Rte 301 Crain Hwy

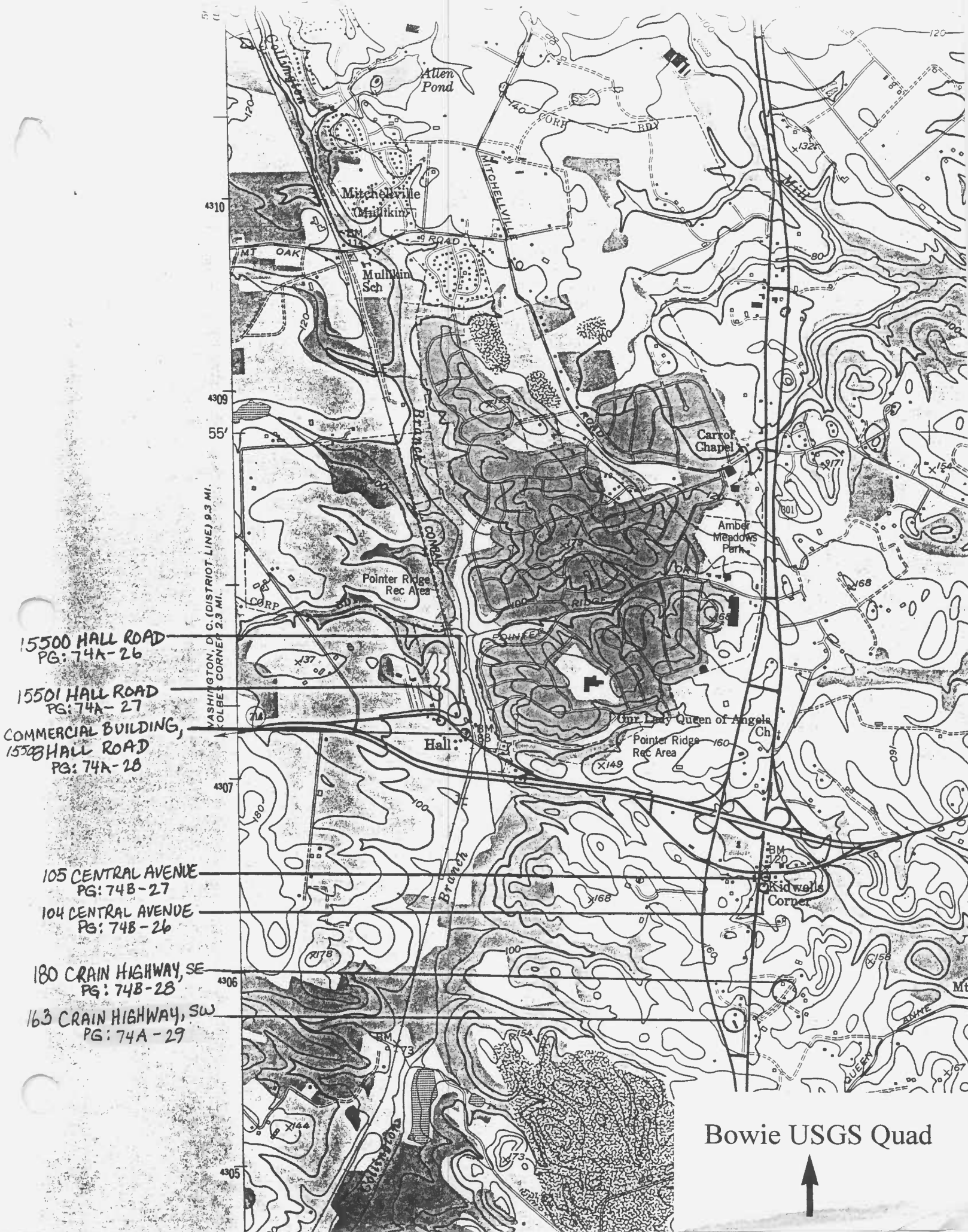
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PG: 74A-29

Kings Antique Village
163 Crain Highway, SE
Prince Georges Cnty
Maryland

1999 Resource Sketch Map
Not Drawn to Scale







PG:74H-29

KING'S ANTIQUE VILLAGE
163 CRAIN HIGHWAY, SE
PRINCE GEORGE'S COUNTY, MD
TRACERIES
JUNE 1999
MD SHPD

southeast elevation

1 of 5



PG: 74A-29

KING'S ANTIQUE VILLAGE
103 CRAIN HIGHWAY, SE
PRINCE GEORGE'S COUNTY, MD
TRACERIES

JUNE 1999

MD SHPO

northeast elevation

2 of 5



PG: 74H-29

KING'S ANTIQUE VILLAGE
163 CRATH HIGHWAY, SE
PRINCE GEORGE'S COUNTY, MD
TRACERIES
JUNE 1999
MD SHPO

northwest elevation

3 of 5



PG: 74A-29

KING'S ANTIQUE VILLAGE

163 CRAIN HIGHWAY, SE

PRINCE GEORGE'S COUNTY, MD

TRACERIES

JUNE 1999

MD SHPD

southwest elevation

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PG: 74A-29.

KING'S ANTIQUE VILLAGE

163 CRAIN HIGHWAY, SE

PRINCE GEORGE'S COUNTY, MD

TRACERIES

JUNE 1999

MD SHPO

single dwelling, SW elevation

(5 of 5)